

REMARKS

This Amendment is in response to the Office Action dated November 30, 2004. Claims 1-28 are pending. Claims 1-28 are rejected. Claims 1, 22, 26, 27 and 28 have been amended. New claims 29, 30 and 31 have been added. Accordingly, claims 1-31 remain pending in the present application.

Applicant includes a Petition for Extension of Time to extend the deadline for filing a response by two (2) months from February 28, 2005 to April 30, 2005.

Claims 1, 22, 26, 27 and 28 have been amended. Support for these amendments is found for each claim as indicated in the following. Claim 1 is generally referred to on Fig.1, items 102, 104a, 104b, 106a, 106b; page 3, lines 1, 17-18, 19-20; page 4, lines 7-12. Claim 22 is generally referred to on Fig.1, items 102, 106a, 106b; Fig. 2, Fig. 3, item 1.0; page 3, lines 13, 14, 15; page 4, lines 7-12. Claim 26 is generally referred to on Fig. 1, items 104a, 104b, 106a, 106b; page 3, lines 1, 19-20; Fig. 1, item 102; page 4, lines 7-12; Fig. 2, item 7.6; Fig. 9, item 7.7; page 9, lines 12-14, 18-19). Claim 27 is generally referred to on Fig. 1, item 106a, 106b; page 3, lines 19-20; Fig. 1, item 102; page 4, lines 7-12; Fig.2; page 5, lines 14-15. Claim 28 is generally referred to on Fig. 1, items 104a, 104b, 106a, 106b; page 3, lines 1, 19, 20; Fig. 1, item 102; page 4, lines 7-12.

New claims of claim 29, 30 and 31 further define the scope and novelty of the present invention. The support for these new claims is found on Fig. 2; page 9, lines 21-23; page 10, lines 1-24 for Claim 29. For Claim 30, the support is established on Fig. 10 item 10.2; page 10, lines 13 -15. Finally, Claim 31 is supported and generally referred to on Fig. 10, item 10.2; page 10, lines 13-15.

Claim Rejections-35 USC 102

The Examiner states,

2. Claims 1-19, and 22-25 are rejected under 35 U.S.C. 102(e) as being unpatentable by Bastian et al. (U.S. Patent No. 6,757,712 B1).

Regarding claim 1: Bastian et al teach an airport information distribution system (fig. 1) comprising:

at least one airport data center, the at least one airport data center including a an airport information database and a server coupled to the airport information database (fig. 5, items 20, 195; column 3, lines 8014; column 7, lines 29-33);

a network coupled to the at least one data center (column 3, lines 50-53); the information distribution system including a server system coupled to the network for receiving information from the at least one airport data center and for providing and receiving data from a communication device concerning airport information (column 3, lines 60-63).

Regarding claim 2: Bastian et al teach the system of claim 2 wherein the network comprises a public network (column 4, lines 39-44).

Regarding claim 3: Bastian et al teach the system of claim 2 wherein the at least one airport data center includes a first firewall (column 2, lines 54-61).

Regarding claim 4: Bastian et al teach the system of claim 1 wherein the server system includes:

a server coupled to the network (fig. 5, items 20, 50; column 13; lines 33-37);

a local area network (LAN) coupled to the server (fig. 5, items 20, 50; column 17, lines 5-7);

and

a web server coupled to the LAN for receiving airport information from and providing airport information to a communication device (fig. 5, items 20, 50; column 17, lines 5-13).

Regarding claim 5: Bastian et al teach the system of claim 1 wherein the airport information database and the database are coupled via a local area network (fig. 5, items 20, 50; column 7, lines 28-33).

Regarding claim 6: Bastian et al teach the system of claim 4 wherein a first firewall is coupled between the server and the public network and a second firewall is coupled between the web server and the communication device (column 2, lines 54-61; column 6, lines 10-17).

Regarding claim 7: Bastian et al teach the system of claim 1 wherein the communication device is wireless (column 9, lines 13-20).

Regarding claim 8: Bastian et al teach the system of claim 7 wherein the communication device can be any of a personal digital assistant (PDA), mobile telephone, personal computer, and laptop device (column 9, lines 13-20).

Regarding claim 9: Bastian et al teach the system of claim 1 wherein the airport information database comprises at least one of a flight information database (FID) and a baggage information database (BID) (column 3, lines 8-12; column 15, lines 33-36; it is important to note that the database containing flight information resides in the server).

Regarding claim 10: Bastian et al teach the system of claim 1 wherein a local area network is coupled between the flight information database and the server of the at least one airport data center (fig. 5, items 20, 50; column 15, lines 33-37).

Regarding claim 11: Bastian et al teach the system of claim 1 wherein the server system

includes:

a second server coupled to the network (fig. 5, items 90, 80, and 195); it is important to note that one of the email servers represent the second server);

a local area network (LAN) coupled to the second server (column 16, lines 45-47; note the email servers are connected to the VPN network 150 which is a local area network); and

a web server coupled to the LAN for receiving airport information from and providing airport information to a communication device (fig. 5, items 90, 120, 195, and 150; column 6, lines 42-48; note that the base station 90 is responsible for contacting station 120 via the LAN to provide necessary information).

Regarding claim 12: Bastian et al teach the system of claim 11 wherein the airport information database and the database are coupled via a local area network (fig. 5, items 20, 50; column 7, lines 28-33).

Regarding claim 13: Bastian et al teach the system of claim 12 wherein the network comprises a public network (column 4, lines 39-44).

Regarding claim 14: Bastian et al teach the system of claim 13 wherein the at least one airport data center includes a first firewall (column 2, lines 54-61).

Regarding claim 15: Bastian et al teach the system of claim 14 wherein a second firewall is coupled between the second server and the public network and a second firewall is coupled between the web server and the communication device (column 2, lines 54-61; column 6, lines 10-17).

Regarding claim 16: Bastian et al teach the system of claim 15 wherein the communication device is wireless (column 9, lines 13-20).

Regarding claim 17: Bastian et al teach the system of claim 16 wherein the communication device can be any of a personal digital assistant (PDA), mobile telephone, personal computer, and laptop device (column 9, lines 13-20).

Regarding claim 18: Bastian et al teach the system of claim 17 wherein the airport information database comprises at least one of a flight information database (FID) and a baggage information database (BID) (column 3, lines 8-12, lines 33-36; it is important to note that the database containing flight information resides in the server).

Regarding claim 19: Bastian et al teach the system of claim 18 wherein a local area network is coupled between the flight information database and the server of the at least one airport data center (fig. 5, items 20, 50; column 15, lines 33-37).

Regarding claim 22: Bastian et al teach a method for distributing airport information comprising the steps:

(a) providing an airport information database within an airport data center (column 3, lines 8-14; column 7, lines 29-33);

(b) initiating a request for information from the airport information database by a wireless communication device (column 9, lines 13-20; column 10, lines 4-7; note that the user device accesses server 20 which contains the database information); and

(c) obtaining information related to the request by the wireless communication device (column 10 lines 7-15).

Regarding claim 23: Bastian et al teach the method of claim 22 wherein the information comprises local resource information, which is specific to a particular airport (column 15, lines 24-41).

Regarding claim 24: Bastian et al teach the method of claim 23 wherein the local

resource information can be any combination of data on flights, baggage location, airport butler, shop finer, transportation system, lodging, directions, local events, local attractions, promotions, feedback, choice of airport and language (column 15, lines 24-41).

Regarding claim 25: Bastian et al teach the method of claim 24 wherein a passenger is notified/alerted by the wireless device when a plane is boarding passengers (column 15, lines 36-42; note that the laptop is a wireless device and that the email is used to notify passengers to board the aircraft).

Claim 1 of the present invention recites a wireless application that provides airport travelers and meeters with critical airport information as well as consumer related information. The system is comprised of a land based wireless server that is connected to the respective airport's database via the Internet to provide flight & baggage information. In addition, the wireless service contains the respective vendors' products and services. The system is accessed via Internet enabled devices such as cell phones, personal digital assistance and/or pocket personal computers that have accessed the wireless formatted website (<http://2900.ws>) via their respective Internet enabled device accessed from any location and at anytime.

The primary difference between Bastian et al and the present invention is that the final information distributor servers of Bastian et al are physically located within the aircraft, whereas information distribution servers in accordance with the present invention are physically located on the ground and are exclusive to each airport.

The focus of the Bastian et al is an in flight service that provides their respective customer with access to their email and Internet access. The present invention has consolidated, on a wireless server, located physically at the airport, airline flight information, gate information, terminal information, baggage location as well as consumer related information for concessionaires, vendors and merchants that are in the airport and around the periphery of the airport. These include transportation, food and beverage, lodging, and community events, all of which is available for anyone with a hand-held Internet enabled device.

In addition, in the present invention this information is available in multiple languages

whereas this feature is not taught either in Bastian et al or in Conrad.

Bastian et al is not designed with a multiple language feature, whereas the present invention is designed with a multiple language feature for international and domestic travelers.

The customer base of Bastian et al is the airline industry and customers who would like access to email and Internet while the aircraft is in motion, whereas the customers of the present invention comprise individuals who have Internet enabled devices and want their respective flight information, baggage information as well as consumer airport information to be accessible anywhere within the range and reception of their respective wireless carriers.

Bastian et al is not designed with a loyalty program feature, whereas the present invention includes a loyalty program for passengers utilized between merchants to propel interstate and intrastate commerce.

Referring to claim 22, the key to the present invention is that information is consolidated to provide a means to access critical and consumer information from a wireless server which receives data from a server located physically at each respective airport.

Information consolidated is available in the respective traveler's native language and is accessed via their hand held Internet enabled wireless devices anywhere within the range and reception of their respective wireless carriers. The information consolidated includes flight schedules, gate locations, terminal locations and baggage terminal locations. In addition, customers can utilize the present application to obtain consumer related information for concessionaires, vendors and merchants that are located in and around the periphery of the airport, including vendors of such merchandise as transportation, food and beverages, lodging and community events.

Furthermore, the present invention allows for airports to broadcast alerts to all users who have "opted in" to receive alerts when accessing airports.

Bastian et al provides in flight service to passengers who need access to their email and Internet, whereas the present invention has consolidated, on a wireless server located on a second land based data center, airline flight information, gate information, terminal information, baggage location as well as consumer related information for concessionaires, vendors and merchants that are in the airport and around the periphery of the airport. These include vendors of transportation, food and beverages, lodging and community events, all of which are available for anyone with a hand-held Internet enabled device. In addition, this information is available in multiple languages where Bastian et al and Conrad et al do not contain a provision for multiple languages.

Claim Rejections – 35 USC 103

The Examiner states,

4. Claims 20-21, and 26-28 are rejected under 35 U.S.C. 103(a) as being unpatentable over Bastian et al (U.S. Patent No. 6,757,712 B1) in view of Conrad et al (U.S. 6,810,527 B1).

Regarding claim 20: Bastian et al disclose the invention substantially as claimed. Bastian et al teach the airport information system of claim 1 as stated above. However, Bastian et al are silent on having the information in the system of claim 1 in multiple languages.

In the same field of endeavor, Conrad et al disclose “streams of information that identify program segment name, program segment type, position of segment, primary language, secondary language...” [see Conrad, column 7, lines 5-20].

Accordingly, it would have been obvious to one of ordinary skill in the network art at the time the invention was made to have incorporated Conrad et al’s teachings of making the information available in multiple languages with the teachings of Bastian et al, for the purpose of improving the ability of a network “to monitor passenger activities and record these activities for other uses” as stated by Bastian in lines 39-40 of column 6.

Regarding claim 21: Bastian et al disclose the invention substantially as claimed. Bastian et al teach system of claim 19 as stated above. However, Bastian et al are silent on having the information in the system of claim 1 in multiple languages.

In the same field of endeavor, Conrad et al disclose “streams of information that identify program segment name, program segment type, position of segment, primary language, secondary language...” [see Conrad; column 7, lines 5-20].

Accordingly, it would have been obvious to one of ordinary skill in the network art at the time the invention was made to have incorporated Conrad et al’s teachings of making the information available in multiple languages with the teachings of Bastian et al, for the purpose of improving the ability of a network “to monitor passenger activities and record these activities for other uses” as stated by Bastian in lines 39-49 of column 6.

Regarding claim 26: Bastian et al disclose the invention substantially as claimed. Bastian et al teach a method for distributing airport information comprising the steps:

(a) providing an airport information database within an airport data center (fig. 5, items 20, 195; column 3, lines 8-14; column 7, lines 29-33);

(b) initiating a request for local resource information from the airport information database by a wireless communication device (column 9, lines 13-20; column 10, lines 4-7; note that the user device accesses server 20 which contains the database information); and

Bastian et al further disclose (c) obtaining information related to the request by the wireless communication device (column 10 lines 7-15). However, Bastian et al are silent on the fact that the requested information notifies passengers on whether a flight is cancelled or delayed, wherein the notification is provided via a short message system.

In the same field of endeavor, Conrad et al disclose "sending email information related to delay in take off, change in flight routing to passengers using a PC that is either wired or using wireless connection" [see Conrad; column 3, lines 8-14, 25-29; column 2, lines 38-44].

Accordingly, it would have been obvious to one of ordinary skill in the network art at the time the invention was made to have incorporated Conrad et al's teachings of using short email messages to notify passengers with the teachings of Bastian et al, for the purpose of improving the ability of a network "to minimize the cost and improve efficiency" as stated by Bastian in line 44 of column 5.

Regarding claim 27: Bastian et al teach a method for distributing airport information comprising the steps:

(a) providing an airport information database within an airport data center (fig. 5, items 20, 195; column 3, lines 8-14; column 7, lines 29-33);

(b) initiating a request for local resource information from the airport information database by a wireless communication device (column 9, lines 13-20; column 10, lines 4-7; note that the user device accesses server 20 which contains the database information); and

Bastian et al further disclose (c) obtaining information related to the request by the wireless communication device (column 10 lines 7-15). However, Bastian et al are silent on the fact a passenger can obtain information about different merchants intermingled with advertising, wherein a loyalty program for the passenger is utilized between merchants.

In the same field of endeavor, Conrad et al disclose "using local merchants for advertisement which represent a viable support group in flight entertainment network" [see Conrad; column 16, lines 36-43].

Accordingly, it would have been obvious to one of ordinary skill in the network art at the time the invention was made to have incorporated Conrad et al's teachings of sending local merchants advertisement information to passengers with the teachings of Bastian et al, for the purpose of improving the ability of a network "to minimize cost and improve efficiency" as stated by Bastian in line 44 of column 5.

Regarding claim 28: Bastian et al teach a method for distributing airport information comprising the steps:

(a) providing an airport information database within an airport data center (fig. 5, items 20, 195; column 3, lines 8-14; column 7, lines 29-33);

(b) initiating a request for local resource information from the airport information database by a wireless communication device (column 9, lines 13-20; column 10, lines 4-7; note that the user device accesses server 20 which contains the database information); and

(c) obtaining information related to the request by the wireless communication device, wherein local transportation information is obtained by the passenger, wherein the modes of transportation are provided, as well as associated advertising.

Bastian et al further disclose (c) obtaining information related to the request by the wireless communication device (column 10 lines 7-15). However, Bastian et al are silent on the fact a passenger can obtain information about different merchants intermingled with advertising, wherein a loyalty program for the passenger is utilized between merchants.

In the same field of endeavor, Conrad et al disclose "using local merchants for advertisement which represent a viable support group in flight entertainment network as well as distribution of information such as aircraft number, flight number, flight phase, airline, cabin

class, flight origin, flight destination, passenger demographics... to passengers” [see Conrad; column 16, lines 36-43; column 2, lines 22-31].

Accordingly, it would have been obvious to one of ordinary skill in the networking art at the time the invention was made to have incorporated Conrad et al’s teachings of sending local merchants advertisement information and modes of transportation to passengers with the teachings of Bastian et al, for the purpose of improving the ability of a network “to minimize cost and improve efficiency” as stated by Bastian in line 44 of column 5.

Referring to claim 26, the distribution method utilized in the present invention encompasses an airport based system as opposed to Bastian et al and Conrad et al which require the information database to be located physically onboard the respective aircraft. Further review indicates that access to this database is available only during in-flight status and as such requires the respective users to be on board the aircraft to access information.

The primary difference between Bastian et al, Conrad et al and the present invention is that Bastian et al provides in-flight service to passengers who want access to email and the Internet whereas the present invention has consolidated, on a wireless server, located physically at the airport, airline flight information, gate information, terminal information, baggage location as well as consumer related information for concessionaires, vendors and merchants that are in the airport and around the periphery of the airport. These include vendors of transportation, food and beverage, lodging and community events, all of which is available for anyone with a hand-held Internet enabled device. In addition, this information is available in multiple languages where Bastian et al and Conrad et al do not recite this feature.

Conrad et al provides delivery of media and other data sources to aircraft passengers while onboard or in-flight. The present invention provides the delivery of critical flight and consumer related information which is available to anyone who has access to Internet enabled devices irrespective of their geographical location. The end-user Internet enabled wireless devices’ access to the media and other data source is only limited by the wireless carriers’ system’s constraints.

The present invention allows local merchants to advertise in conjunction with flight information and consumer related information which is available to anyone who has access to Internet enabled devices irrespective of their geographical location, thereby minimizing costs and improving efficiency.

The cited Figure 5, item 20 of Bastian et al labeled as server is located onboard the aircraft and as part of the airplane network to provide in-flight service to passengers who want access to email and the Internet.

The present invention's server and the airport's data center are located on the ground (Figure 1, items 106a, 106b, 108a, 108b and 122 respectively) and located physically at the airport, in addition to a second land based data center serving airline flight information, gate information, terminal information, baggage location as well as consumer related information for concessionaires, vendors and merchants that are in the airport and around the periphery of the airport. These include vendors of transportation, food and beverages, lodging and community events, all of which is available for anyone with a hand-held Internet enabled device.

The referenced Bastian et al (column 3, lines 8-14; column 7, lines 29-33) discloses a base station that communicates with a database server located onboard the aircraft accessed by terminals via an aircraft network. This reference further discloses as part of the airplane network to provide in-flight service to passengers who want access to email and the Internet, whereas the present invention differs, due to all of the database servers being land based as accessed by Internet enabled wireless devices and not connected to a network onboard any aircraft.

The server of the present invention and the airport's data center are located on the ground (Figure 1, items 106a, 106b, 108a, 108b and 122 respectively) and located physically at the airport in addition to a second land based data center and not connected to a network onboard any aircraft.

The referenced Bastian et al (column 9, lines 13-20; column 10, lines 4-7) discloses software requirements for connecting to the onboard aircraft server and how the server responds to the different e-mail transmission protocols such as IMAP, POP3 or SMTP. However, there is no disclosure of initiating a request for local resource information from the airport information database specifically by a wireless communication device under the claims rejections.

The referenced Bastian et al (column 10, lines 7-13) discloses e-mail access process and procedures onboard an aircraft server. However, there is no disclosure of initiating a request for local resource information from the airport information database specifically by a wireless communication device under the claims rejections.

The referenced Conrad et al (column 3, lines 8-14, 25-29; column 2, lines 38-44), discloses “ground-based point of distribution such as an airline terminal.” In addition, the transmission of data such as delay in take-off, change in routing, etc. respectively is delivered and coupled to the in-flight entertainment network onboard the aircraft. However, there is no disclosure of initiating a request for local resource information from the airport information database specifically by a wireless communication device. The only disclosure mentioned is a wireless modem connection to a media server (column 3, lines 13-14). The present invention is different in the distribution method via wireless carriers network and other wireless protocols via wireless devices. In contrast to Conrad et al’s disclosures in delay of take-off, change in routing; the present application mirrors the airport’s flight information display terminals relaying individual airline delays, change of gate and terminals or cancellation of flights via wireless devices.

Referring to claim 27, the distribution method of the present invention encompasses airport based system as opposed to Bastian et al and Conrad et al which require the information database to be located physically onboard the respective aircraft. Further review of Conrad et al reveals access

to its database is available only during in flight and as such requires the respective users to be on board the aircraft to access the indicated information.

The primary difference between Bastian et al /Conrad et al and the present invention is that Bastian et al provides in-flight service to passengers who need access to their email and Internet. The present invention has consolidated, on a wireless server located on a second land based data center, airline flight information, gate information, terminal information, baggage location as well as consumer related information for concessionaires, vendors and merchants that are in and around the periphery of the airport which includes transportation, food and beverages, lodging and community events, all of which is available for anyone with a hand-held Internet enable device.

In addition, this information is available in their respective languages where Bastian et al and Conrad et al do not recite this feature.

Conrad et al provides delivery of media and other data sources to aircraft passengers while onboard or in-flight. The present invention provides the delivery of critical flight and consumer related information which is available to anyone who has access to Internet enabled devices irrespective of their geographical location. The end-user Internet enabled wireless devices access to the media and other data source is only limited by the wireless carriers system's constraints.

Conrad et al provides delivery of information to passengers while onboard aircraft. The present invention provides the delivery of critical flight and consumer related information which is available to anyone who has access to Internet enabled devices irrespective of their geographical location. The end-user Internet enabled wireless devices access to the media and other data source is only limited by the wireless carriers system's constraints.

The present invention allows local merchants to advertise in conjunction with flight information and consumer related information which is available to anyone who has access to Internet enabled devices irrespective of their geographical location, thereby minimizing costs and improving efficiency.

Referring to claim 28, the distribution method of the present invention encompasses an airport based system as apposed to Bastian et al and Conrad et al which require the information database to be located physically onboard the respective aircraft. Further review of Conrad et al reveals the method of advertisement utilizes an *in-flight entertainment network*.

The primary difference between Bastian et al, Conrad et al and the present invention is Bastian et al provides in-flight service to passengers who want access to email and Internet while onboard the aircraft, whereas the present invention provides the delivery of critical flight and consumer related information which is available to anyone who has access to Internet enabled devices irrespective of their geographical location. The end-user Internet enabled wireless devices access to the media and other data source is only limited by the wireless carriers system's signal strengths and other constraints.

Conrad et al provides delivery of media and other data sources to aircraft passengers while onboard or in-flight, whereas the present invention provides the delivery of critical flight and consumer related information which is available to anyone who has access to Internet enabled devices irrespective of their geographical location. The end-user Internet enabled wireless devices access to the media and other data source is only limited by the wireless carriers system's constraints.

The *in-flight entertainment network* is not part of the AirportX disclosed claims in the delivery of merchant advertisements.

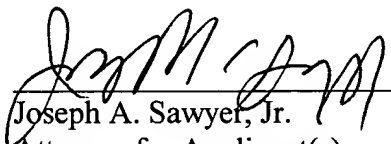
Accordingly, independent claims 1, 22, 26 and 28 are allowable over the cited references.

In addition, claims 2-21, 23-25 and 29-31 are also allowable since they depend on allowable base claims. In view of the foregoing, it is submitted that claims 1-31 are allowable over the cited references and are in condition for allowance. Applicant respectfully requests reconsideration of the rejections and objections to the claims, as now presented.

Applicants' attorney believes this application in condition for allowance. Should any unresolved issues remain, Examiner is invited to call Applicants' attorney at the telephone number indicated below.

Respectfully submitted,
SAWYER LAW GROUP LLP

April 27, 2005


Joseph A. Sawyer, Jr.
Attorney for Applicant(s)
Reg. No. 30,801
(650) 493-4540